

100 sum



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

May 21, 2019
Bureau of Aeronautics

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

REQUESTED ACTION

Authorize the Department of Transportation to accept federal funding for the Federal Aviation Administration (FAA) State Block Grant Program (SBGP) to fund airport planning and development projects at the following airports: Berlin Regional Airport, Boire Field (Nashua), Claremont Municipal Airport, Concord Municipal Airport, Dean Memorial Airport (N. Haverhill), Dillant-Hopkins Airport (Keene), Laconia Municipal Airport, Skyhaven Airport (Rochester) and Mount Washington Regional Airport (Whitefield). The FAA grant will also fund projects completed by the Department for statewide airport projects. State and Federal participation in the amount of \$4,966,391.90 is effective upon Governor and Council approval through September 30, 2023. 94.67% Federal Funds, 5.33% State Funds.

Funding is available as follows:

FY 2019

04-96-96-960030-7537

FAA Projects

034-500161 New Construction

\$4,966,391.90

The funding listed above is an estimate of what the Department expects to receive from the FAA with the associated state share. The actual airport sub-grant awards will be submitted to Governor and Council for approval with the actual funding account string and exact amount needed to complete the project.

EXPLANATION

There are 9 SBGP airports in New Hampshire, that are eligible to receive funding from the FAA Airport Improvement Program (AIP) and they are listed above. At the time of grant application submission, it was not anticipated that all 9 airports would receive funding from the FAA in this Federal Fiscal Year (FFY) 2019; however they are included in this request in the event the FAA provides additional funding not anticipated.

A total federal amount of \$4,701,937.00 is reflected in the amount requested in the FAA grant application (see attached). The FAA may grant less funding or additional funds depending upon project priority and available funds. It is expected that all funds received by the FAA will be matched with State funding (5% for airports, 10% for statewide projects) and each individual project will require Governor and Council approval.

The purpose of this request for Governor and Council approval is to allow the Department of Transportation and the Attorney General's office to execute all FAA SBGP grants issued in FFY 2019. This will include AIP funding the FAA may offer, for the SBGP that are issued in addition to what was requested in the grant application. In the past, the FAA has issued recovered discretionary funds to the Department of Transportation at the end of the FFY that were above and beyond the Department of Transportation's original request for funding. This approval would allow the Department of Transportation and the Attorney General's office to sign and accept the FAA funds with the understanding that the sub-grant agreements to the airports for the projects will require further Governor and Council approval. The FAA may issue the SBGP funding in multiple grant offers.

The anticipated federal funding requested is as follows:

FAA SBGP grant application-FFY 2019	\$4,701,937.00
FAA SBGP funds granted in previous FFY's	<u>\$ 931,916.00</u>
Total Project Costs-FFY 2019	\$5,633,853.00

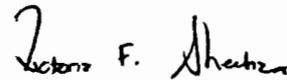
The Department of Transportation will accept the Federal Funds, when granted by FAA, for the AIP projects as a pass through to the airports listed in accordance with RSA 422:15. It is anticipated that the matching State share for the new FAA funding will be \$264,454.90. It is anticipated that the matching local share for the new FAA funding will be \$257,982.55. The total estimated new funding needed to complete the SBGP FFY 2019 program is \$5,224,374.45.

In the event that the federal funds are no longer available, general funds will not be requested to support this program.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2015, 220:1, XVI- A1 Capital Budget.

Sincerely,



Victoria F. Sheehan
Commissioner

VFS/tlsl

Attachments:

Application for Federal Assistance SF-424											
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application			* 2 Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision			* If Revision, select appropriate letter(s): _____ * Other (Specify): _____					
* 3. Date Received: _____			4. Applicant Identifier: _____								
5a. Federal Entity Identifier: _____			5b. Federal Award Identifier: 3-33-SBGP-xxx-2019								
State Use Only:											
6. Date Received by State: _____			7. State Application Identifier: _____								
8. APPLICANT INFORMATION:											
* a. Legal Name: State of New Hampshire											
* b. Employer/Taxpayer Identification Number (EIN/TIN): 02-6000618			* c. Organizational DUNS: 80-859-1697								
d. Address:											
* Street1:		7 Hazen Drive									
Street2:		P.O. Box 483									
* City:		Concord									
County/Parish:		_____									
* State:		NH: New Hampshire									
Province:		_____									
* Country:		USA: UNITED STATES									
* Zip / Postal Code:		033020483									
e. Organizational Unit:											
Department Name: NHDOT			Division Name: Aeronautics, Rail & Transit								
f. Name and contact information of person to be contacted on matters involving this application:											
Prefix:		Ms.		* First Name:		Carol					
Middle Name:		L.									
* Last Name:		Niewola									
Suffix:		PE, CM									
Title: Senior Aviation Planner											
Organizational Affiliation: Bureau of Aeronautics											
* Telephone Number: 603-271-1675			Fax Number: 603-271-1689								
* Email: carol.niewola@dot.nh.gov											

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

FY 2019 Airport Block Grant Program for New Hampshire's Non-Primary Airports

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="4,701,937.00"/>
* b. Applicant	<input type="text"/>
* c. State	<input type="text" value="264,454.90"/>
* d. Local	<input type="text" value="257,982.55"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="5,224,374.45"/>

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

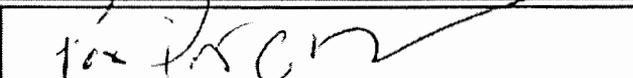
Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: 

* Date Signed:

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A	
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.	
Item 1. Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Item 2. Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 3. Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 4. Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 5. Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
<input type="checkbox"/> The project is included in an <i>approved</i> PFC application. If included in an approved PFC application, does the application <i>only</i> address AIP matching share? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> The project is included in another Federal Assistance program. Its CFDA number is below.	
Item 6. Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:	
<input type="checkbox"/> De Minimis rate of 10% as permitted by 2 CFR § 200.414.	
<input type="checkbox"/> Negotiated Rate equal to	% as approved by _____ (the Cognizant Agency) on _____ (Date) (2 CFR part 200, appendix VII).
<i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The sponsor continues to work with and monitor subrecipients' actions to assure compatible land uses adjacent to their airports.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The sponsor is not in default on any obligation to the United States or any agencies of the United States Government relative to the development, operations, or maintenance of any airport in NH's Airport Block Grant Program.

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no facts or circumstances which in reasonable probability might make it impossible to carry out the projects.

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The projects are reasonably consistent with existing plans for the development of the areas surrounding the airports.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

The sponsor has given fair consideration to the interests of the communities in/near where the projects will be located.

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The sponsor has worked with its subrecipients to ensure user consultation has taken place for the proposed projects.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

No projects are proposed involving the location of an airport, an airport runway, or a major runway extension.

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

Not applicable.

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

The sponsor has worked with subrecipients to ensure that no grant(s) of an exclusive right for the conduct of any aeronautical activity exists at any of the airports included in NH's Airport Block Grant Program.

10. Land – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

The sponsor has worked with the subrecipient airports in the NH Airport Block Grant Program to ensure that sufficient property interests at the subrecipient airports exists to support the proposed projects as described in Table 5 of the supplemental Program Narrative.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

No new property interests are required to complete any of the proposed projects at the subrecipient airports in the NH Airport Block Grant Program.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

No new property interests are required to complete any of the proposed projects at the subrecipient airports in the NH Airport Block Grant Program.

¹ State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Federal Domestic Assistance Catalog Number:	20.106
2. Functional or Other Breakout:	Airport Improvement Program

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			5,224,374
14. Subtotal (Lines 1 through 13)			\$ 5,224,374
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			5,224,374
17. Less: Ineligible Exclusions (Section C, line 23 g.)			
18. Subtotal (Lines 16 through 17)			\$ 5,224,374
19. Federal Share requested of Line 18			4,701,937
20. Grantee share			264,455
21. Other shares			257,983
22. TOTAL PROJECT (Lines 19, 20 & 21)			\$ 5,224,374

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	Amount Ineligible for Participation
a. N/A	
b.	
c.	
d.	
e.	
f.	
g. Total	\$ 0

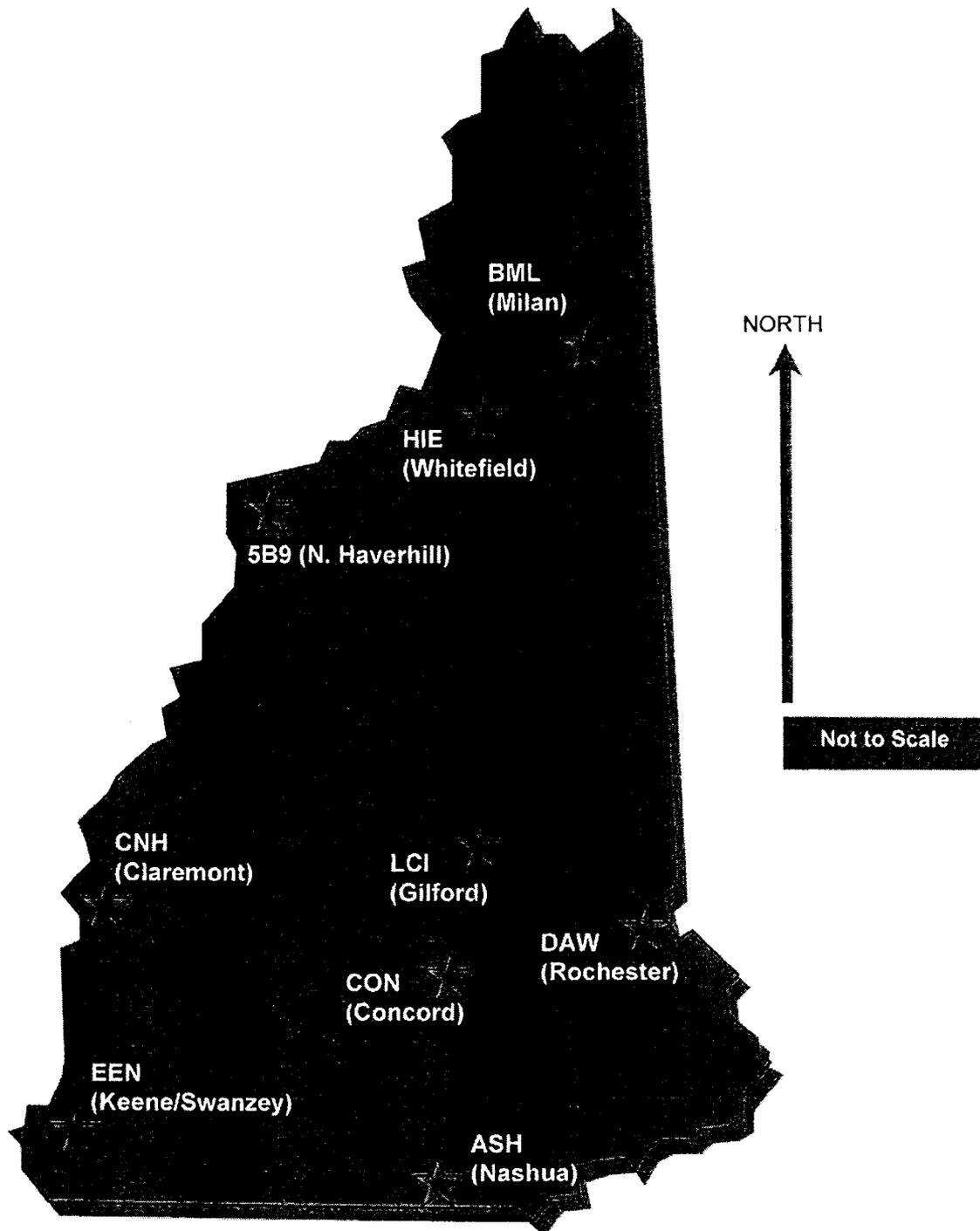
SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	264,455
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. TOTAL - Grantee share	\$ 264,455
25. Other Shares	Amount
a. State	
b. Other	257,983
c. TOTAL - Other Shares	\$ 257,983
26. TOTAL NON-FEDERAL FINANCING	\$ 522,437

SECTION E – REMARKS
(Attach sheets if additional space is required)
<p>The amounts requested in this grant application are for the full (100%) Airport Block Grant Program in New Hampshire for federal FY 2019.</p> <p>The Exhibit A - Airport Property Plans statement for the nine non-primary airports in the Airport Block Grant Program is included in FAA Form 5100-100, Part IV - Program Narrative.</p> <p>FAA Form 5100-100 rounds the budget amounts...please refer to the Program Narrative for the full amounts including pennies.</p> <p>Part IIA.4: Environmental mitigation is part of the hangar demolition project at CNH.</p>

PART IV – PROGRAM NARRATIVE
(Suggested Format)

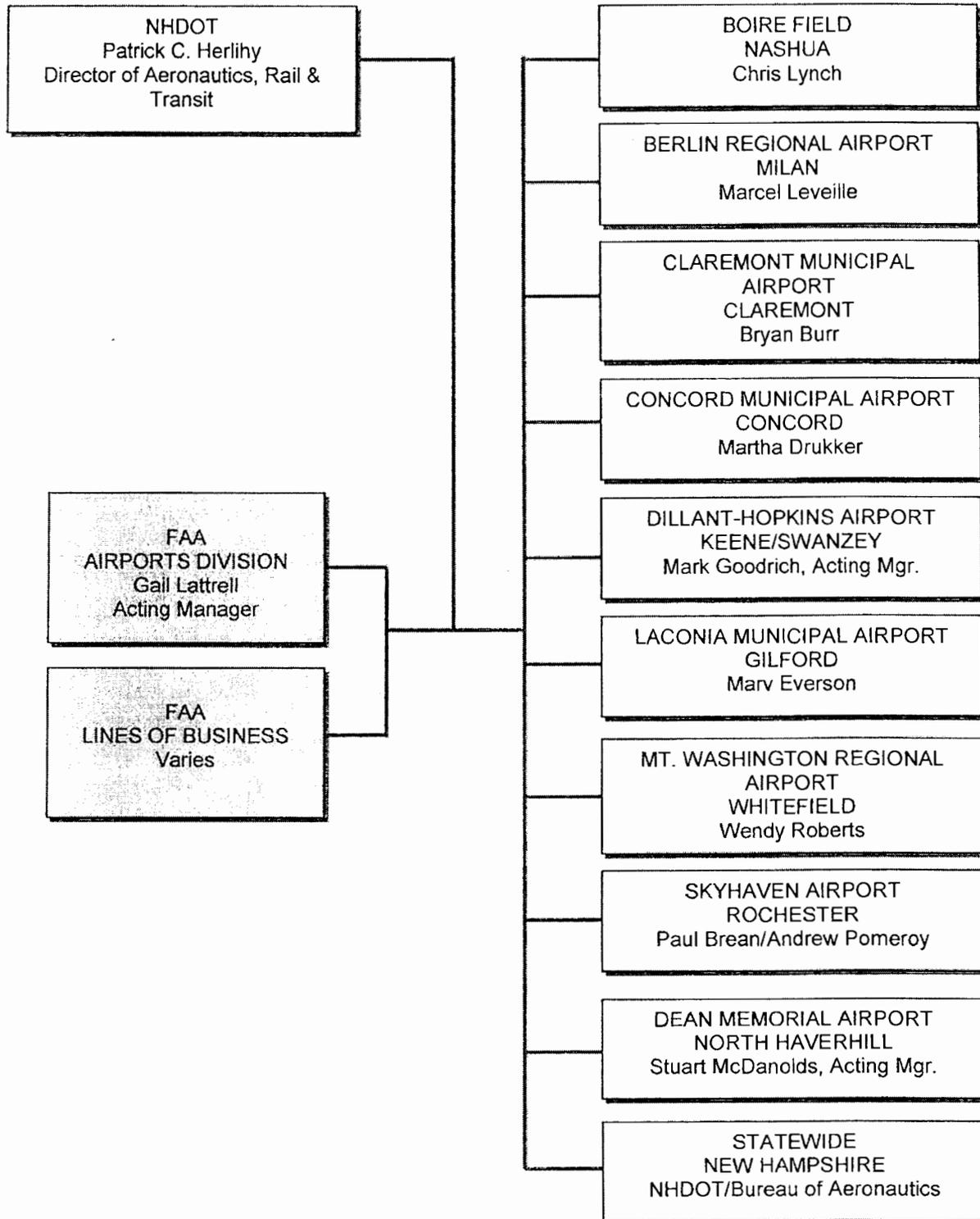
PROJECT: New Hampshire Airport Block Grant Program
AIRPORT: 9 Non-Primary Airports (ASH, BML, CNH, CON, DAW, EEN, HIE, LCI, 5B9) and Statewide System
1. Objective: <p>The objective of this grant request is to fund needed safety and standards improvement projects at the non-primary airports in New Hampshire along with statewide system improvements.</p>
2. Benefits Anticipated: <p>The benefits anticipated from the implementation of this grant request are increased safety and preservation of runways, taxiways, aprons, and airspace surrounding the Airport Block Grant Program (Program) airports.</p>
3. Approach: (See approved Scope of Work in Final Application) <p>Each of the Program airports and the statewide system will be submitting grant applications to the NHDOT/Bureau of Aeronautics based on approved federal procurement processes. NHDOT/Bureau of Aeronautics will issue sub-grant agreements to the airport sponsors of projects within the Program using the funds allocated as a result of this grant application. NHDOT/Bureau of Aeronautics will manage these sub-grants in accordance with accepted FAA rules, policies, and regulations including regular financial and project status reports to FAA as needed. FAA's standard Airport Sponsor Assurances will be attached to each airport sponsor's sub-grant offer, which will continue to obligate the Program airport sponsors to the federal requirements.</p>
4. Geographic Location: <p>The Program airports are located in Nashua (ASH), Milan (BML), Claremont (CNH), Concord (CON), Rochester (DAW), Keene/Swanzey (EEN), Whitefield (HIE), Gilford (LCI), and North Haverhill (5B9). The statewide project this year will be a planning study evaluating and updating airport approach plans/maps at the nine Program airports.</p>
5. If Applicable, Provide Additional Information: <p>This is the twelfth year of the Program in New Hampshire. Attached is a more descriptive narrative of the Program. NHDOT is requesting the full ABGP FY 2019 program in this grant application.</p>
6. Sponsor's Representative: (include address & telephone number) <p>Carol L. Niewola, PE, CM, Senior Aviation Planner, NHDOT/Bureau of Aeronautics, 7 Hazen Drive/P.O. Box 483 Concord, NH 03302-0483 P: (603) 271-1675 E: carol.niewola@dot.nh.gov</p>

New Hampshire Airport Block Grant Program Program Airports (FY 2019)



Note: Statewide aviation projects are also included in the Airport Block Grant Program.

New Hampshire Airport Block Grant Program Organizational Chart



Program Narrative (continued)

**New Hampshire Airport Block Grant Program
Program Narrative (continued)**

FY 2019

Supplemental Information to FAA Form 5100-100

Breakdown of Grant Application Financial Components and Other Requirements

Table 1 is the status of the grant components for the projects included in the FY 2019 Airport Block Grant Program. All cells for each project will be completed prior to NHDOT's issuance of a sub-grant agreement to that airport sponsor.

TABLE 1 – PROJECT GRANT APPLICATION COMPONENT STATUS

	Intergovernmental Review Completed	Disadvantage Business Enterprise (DBE) Plan Approved	Construction Safety and Phasing Plan Approved	Categorical Exclusion Provided	User Coordination Documented
ASH: POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Rehabilitate Taxiway and Aprons (Reclaim and Repave) - Phase II (Runway 14 end)	N/T	√	Pending	√	√
EEN: POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Final Design Only: Taxiway 'A' Relocation (South Section), Taxiway 'A' Extension, and Taxiway 'T' Reconstruction (may require GS relocation - FAA Reimbursable Agreement)	N/T	√	N/A	√	√
CON: Terminal Area Study	N/T	√	N/A	√	√
SWD: State Airport System Planning - Obstruction Evaluation Study at up to 9 Non-Primary Airports	N/T	√	N/A	√	√
CNH: Update Airport Master Plan	N/T	√	N/A	√	√
BML: Runway 18-36 Pavement Maintenance and Marking; Upgrade Airfield Sign;	N/T	√	√	√	√
HIE: Relocation (3@) & Supplemental Lighted Windcone	N/T	N/T	Pending	√	√
CNH: Demolish Conventional Hangar; Construct Replacement Terminal Building; Section 106 Mitigation - Construct Only	N/T	√	Pending	√	√

√ = Completed or Approved, as applicable N/A = Not Applicable N/T = Not Triggered

Explanation of "Not Triggered" in Table 1

- Intergovernmental Review coordination (through NH Office of Energy and Planning) is not triggered when the project meets the exemption listed in FAA Order 5100.38D, paragraph 3-18.
- Section 106 coordination is not triggered when, based on an understanding between the NH SHPO, FAA, and NHDOT, the following projects are proposed: airport master plans, equipment purchases, rehabilitation/reconstruction work that only disturbs previously disturbed areas, pavement marking and remarking, land acquisition that has no construction or demolition, repairing or replacing in kind existing airfield signs and existing airport lighting, repair or renovation in the interior spaces of non-public buildings less than 50 years old, and tree cutting or vegetation removal with no stump removal and no disturbance of soil.

Program Narrative (continued)

- Coast Zone Management, as managed by the NH Department of Environmental Services, is not triggered if the project is not a construction project or won't have any impacts to coastal waters, adjacent shorelands, islands, transitional and intertidal areas, salt marshes, associated wetlands, and beaches.
- DBE Plan/Goal Approval is not triggered when the airport sponsor will not exceed the \$250,000 federal share threshold identified in 49 CFR Part 24.

Disadvantaged Business Enterprise Statement

The NHDOT/Bureau of Aeronautics has received FAA approvals for their DBE Plans/Goals for FY 2018-2020. Unless the funding threshold was not triggered, NH's non-primary airport sponsors have submitted and received FAA approvals of their DBE Goals.

As a recipient of AIP funds through the ABGP, NHDOT does not contract with any consultants or contractors to carry out sub-recipients' project work and, therefore, NHDOT requires compliance with 49 CFR Part 24 from each of its sub-recipients who do sponsor (and issue) contracts for their project work.

SHPO/THPO Coordination Statement

Section 106 coordination needs for each individual sub-grant within NH's ABGP is individually evaluated and coordination results are shown in Table 1 of this grant application. FAA did not provide any notification of THPO coordination needed for any of NH's ABGP proposed FY 2019 projects, but if coordination is requested in the future, it will be carried out by the NHDOT/Bureau of Aeronautics in concert with the specified airport sponsor(s). A copy of NH's FY 2019 ABGP grant application has been provided to NH Office of Energy and Planning for coordination with any state agency including SHPO (via NH Division of Historical Resources).

US Fish & Wildlife Coordination Statement

The Fish and Wildlife Coordination Act, as amended, requires coordination with USFWS where waters of any stream or other body of water are proposed to be controlled or modified by a project. Individual sub-grants within NH's ABGP have or will coordinate with USFWS if they are designing or constructing a project that is proposed to impact these water bodies. A copy of NH's FY 2019 ABGP grant application has been provided to USFWS for the purposes of coordination with the ABGP.

NH ABGP NEPA Statement

The grant (e.g., "action") for the Airport Block Grant Program is Categorically Excluded from the National Environmental Policy Act (NEPA) review per paragraph 5-6.1o in FAA Order 1050.1F. In addition, there are no extraordinary circumstances per FAA Order 1050.1F, paragraph 5-2.

Project Schedule

The period of performance begins on the date the Sponsor formally accepts this agreement. Unless explicitly stated otherwise in an amendment from the FAA, the end date of the project period of performance is 4 years (1,460 calendar days) from the date of formal grant acceptance by the Sponsor.

Program Narrative (continued)

Table 2 represents the financial data associated only the **new FY 2019** funding for the Program airports' FY 2019 projects including FAA shares of non-primary entitlements, state apportionment, and discretionary funds for the **full (100%) Program**. The Total FAA FY 2019 Sub-Grant Amount shown in Table 2 does not equal the total FAA sub-grant project needs for FY 2019 due to use of previous years' non-primary entitlements and/or state apportionments used on Program airports' projects that are using prior year non-primary entitlements and/or state apportionments. All unused and recovered discretionary funds are returned to FAA and not reused in the FY 2019 Program sub-grants.

TABLE 2- PROJECT FUNDING BREAKDOWN ONLY FOR PROJECTS USING FY 2019 FUNDS

Airport Sponsor	Project Description	Non-Primary Entitlement Funds From Previous Years	New Non-Primary Entitlement Funds FY 2019	State Apportionment Funds from Previous Years	New State Apportionment Funds FY 2019	New FAA Discretionary Funds FY 2019	Total FAA FY 2019 Sub-Grant Amount
ASH	POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Rehabilitate Taxiway and Aprons (Reclaim and Repave) - Phase II (Runway 14 end)	\$159,061.05	\$150,000.00	\$0.00	\$608,126.95	\$2,535,560.00	\$3,452,748.00
EEN	POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Final Design Only: Taxiway 'A' Relocation (South Section), Taxiway 'A' Extension, and Taxiway 'T' Reconstruction (may require GS relocation - FAA Reimbursable Agreement)	\$227,991.13	\$111,524.87	\$0.00	\$0.00	\$0.00	\$339,516.00
CON	Terminal Area Study	\$98,603.00	\$0.00	\$0.00	\$0.00	\$0.00	\$98,603.00
SWD	State Airport System Planning - Obstruction Evaluation Study at up to 9 Non-Primary Airports	\$0.00	\$0.00	\$78,748.77	\$60,251.23	\$0.00	\$138,000.00
CNH	Update Airport Master Plan	\$251.30	\$0.00	\$182,448.70	\$0.00	\$0.00	\$182,700.00
BML	Runway 18-36 Pavement Maintenance and Marking; Upgrade Airfield Sign;	\$484,344.00	\$0.00	\$0.00	\$0.00	\$0.00	\$484,344.00
HIE	Design and Construct Obstruction Light Relocation (3@) & Supplemental Lighted Windcone	\$225,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$225,000.00
CNH	Demolish Conventional Hangar, Construct Replacement Terminal Building; Section 106 Mitigation - Construct Only	\$566,193.30	\$149,748.70	\$0.00	\$0.00	\$0.00	\$715,942.00
TOTALS		\$1,761,443.78	\$411,273.57	\$259,197.47	\$666,378.18	\$2,535,560.00	\$5,633,853.00

Program Narrative (continued)

Table 3 summarizes the entire FY 2019 Program airports' project financial data, including use of prior year non-primary entitlement and state apportionment funds for Program airports that are rolling their FY 2019 non-primary entitlements into a future year.

TABLE 3 – PROJECT FUNDING NEEDS USING ALL FUNDS

Airport Sponsor	Project Description	Prior Year NPE/SA Funds Used on FY 2019 Sub-Grants	FY 2019	
			NPE/SA/Disc Funds Requested for FY 2019 Sub-Grants	Total FAA FY 2019 Sub-Grant Amount
ASH	POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Rehabilitate Taxiway and Aprons (Reclaim and Repave) - Phase II (Runway 14 end)	\$159,061.05	\$3,293,686.95	\$3,452,748.00
EEN	POSSIBLE SUPPLEMENTAL APPROPRIATIONS - Final Design Only: Taxiway 'A' Relocation (South Section), Taxiway 'A' Extension, and Taxiway 'T' Reconstruction (may require GS relocation - FAA Reimbursable Agreement)	\$227,991.13	\$111,524.87	\$339,516.00
CON	Terminal Area Study	\$98,603.00	\$0.00	\$98,603.00
SWD	State Airport System Planning - Obstruction Evaluation Study at up to 9 Non-Primary Airports	\$76,748.77	\$58,251.23	\$135,000.00
CNH	Update Airport Master Plan	\$182,700.00	\$0.00	\$182,700.00
BML	Runway 18 36 Pavement Maintenance and Marking; Upgrade Airfield Sign;	\$484,344.00	\$0.00	\$484,344.00
HIE	Design and Construct Obstruction Light Relocation (3@) & Supplemental Lighted Windcone	\$225,000.00	\$0.00	\$225,000.00
CNH	Demolish Conventional Hangar; Construct Replacement Terminal Building; Section 106 Mitigation - Construct Only	\$566,193.30	\$149,748.70	\$715,942.00
TOTALS		\$2,020,641.25	\$3,613,211.75	\$5,633,853.00

Note: The FY 2019 NPE/SA/Disc Funds Requested for FY 2019 Sub-Grants column does not include the NPEs that will be earned in FY 2019 but used in a future year.

Program Narrative (continued)

Table 4 illustrates the total amounts needed for this grant application. Table 4 uses two methods to confirm the federal share and total project amount needed for FY 2019: (1) adding the "formula" values to the discretionary funds needed, and (2) summary of funding needs from Table 3 plus the amounts to be carried over into FY 2020 (that the NHDOT will be tracking) minus any funds carried forward from previous years. The difference in how the state and local shares are distributed is a result of the state funding the local share of some projects.

TABLE 4- FULL FUNDING AMOUNTS IN FY 2019

	FAA Share	NHDOT Share	Local Share	Total FY 2019 Amount
Method (1) based on formulas plus discretionary needs				
FY 2019 GA NPE Needs	\$1,350,000.00	\$75,000.00	\$75,000.00	\$1,500,000.00
+FY 2019 GA State Apportionment Needs	\$816,377.00	\$48,590.46	\$42,118.10	\$907,085.56
TOTAL BLOCK GRANT IN FY 2019	\$2,166,377.00	\$123,590.46	\$117,118.10	\$2,407,085.56
+FY 2019 GA Discretionary Needs	\$2,535,560.00	\$140,864.44	\$140,864.45	\$2,817,288.89
TOTAL GRANT AMOUNTS IN FY 2019	\$4,701,937.00	\$264,454.90	\$257,982.55	\$5,224,374.45
Method (2) based on actual funding needs plus carryovers				
FY 2019 Total Grant Needs (from Table 3)	\$5,633,853.00	\$320,491.83	\$305,491.84	\$6,259,836.67
-GA NPE Carried Forward into FY 2019	\$2,544,300.45	\$141,350.02	\$141,350.03	\$2,827,000.50
-State Apportionment Carried Forward into FY 2019	\$259,197.47	\$18,663.68	\$10,136.04	\$287,997.19
+GA NPE Carried Forward into FY 2020	\$1,721,583.10	\$95,643.50	\$95,643.51	\$1,912,870.11
+SA Carried Forward into FY 2020	\$149,998.82	\$12,768.22	\$8,333.27	\$166,665.36
TOTAL GRANT AMOUNTS IN FY 2019	\$4,701,937.00	\$264,454.90	\$257,982.55	\$5,224,374.45

The total amount of FAA's share that is to be funded from the requested FULLY FUNDED FY 2019 AIP NH-ABGP is **\$4,701,937.00**.

Exhibit "A" Property Maps

The Exhibit "A" Property Maps identified in Table 5 below reflects the current information as of this date. The above mentioned Exhibit "A" Property Maps are, therefore, incorporated into this grant application by reference and made a part hereof.

TABLE 5 – SUMMARY OF AIRPORT SPONSOR EXHIBIT A – AIRPORT PROPERTY MAPS

Airport	Exhibit A Date (actual or referenced)	Project # Referenced
BML	14-Dec-2018	SBG-01-06-2019
CNH	11-May-2005	AIP #3-33-0002-16
CON	8-Aug-2011	SBG-04-08-2013
EEN	17-Aug-2007	SBG-08-11-2013
LCI	18-Jan-2018	SBG-09-14-2018
ASH	03-Apr-2015	SBG-12-15-2015
DAW	8-Apr-2016	SBG-15-07-2016
HIE	13-Aug-2008	SBG-17-03-2010
5B9	19-Jul-2005	AIP #3-33-0018-01

FY 2019 ABGP Funding Summary for Grant Offer Execution Request

Airport Name	Project Description	Total FAA FY 2019 Sub-Grant Amount	NHDOT Share of FY 2019 Subgrants	Local Share of FY 2019 Subgrants	Total Project Cost of FY 2019 Subgrants
Boire Field	Rehabilitate Taxiway and Aprons -Phase II	\$3,452,748.00	\$191,819.50	\$191,819.50	\$3,836,387.00
Dillant-Hopkins Airport	Final Design Only: Taxiway 'A' Relocation, Taxiway 'A' Extension, and Taxiway 'T' Reconstruction	\$339,516.00	\$18,862.00	\$18,862.00	\$377,240.00
Concord Municipal Airport	Terminal Area Study	\$98,603.00	\$5,478.00	\$5,478.00	\$109,559.00
Statewide	Obstruction Evaluation Study 9 Airports	\$135,000.00	\$15,000.00	\$0.00	\$150,000.00
Claremont Municipal Airport	Update Airport Master Plan	\$182,700.00	\$10,150.00	\$10,150.00	\$203,000.00
Berlin Regional Airport	Runway 18-36 Pavement Maintenance and Marking; Upgrade Airfield Sign;	\$484,344.00	\$26,908.00	\$26,908.00	\$538,160.00
Mt. Washington Regional Airport	Design and Construct Obstruction Light Relocation	\$225,000.00	\$12,500.00	\$12,500.00	\$250,000.00
Claremont Municipal Airport	Demolish Conventional Hangar; Construct Replacement Terminal Building; Section 106 Mitigation - Construct Only	\$715,942.00	\$39,775.00	\$39,775.00	\$795,492.00
TOTAL PROJECT NEEDS		\$5,633,853.00	\$320,492.50	\$305,492.50	\$6,259,838.00
SUMMARY	Total NEW Requested funds from FAA in FY 2019	\$4,701,937.00			
	Plus FAA funds granted in previous years and used in 2019	\$931,916.00			
	TOTAL PROJECT NEEDS IN FY 2019	\$5,633,853.00			

FY 2019 ABGP Funding Summary for Grant Offer Execution Request

Airport Name	Project Description	Prior Year FAA Funds Used on FY 2019 Sub-Grants	NEW FY 2019 FAA Funds Requested for FY 2019 Sub-Grants	Total FAA FY 2019 Sub-Grant Amount	NHDOT Share of FY 2019 Subgrants	Local Share of FY 2019 Subgrants	Total Project Cost of FY 2019 Subgrants
Boire Field	Rehabilitate Taxiway and Aprons (Reclaim and Repave) - Phase II (Runway 14 end)	\$159,061.05	\$3,293,686.95	\$3,452,748.00	\$191,819.50	\$191,819.50	\$3,838,387.00
Dillant-Hopkins Airport	Final Design Only: Taxiway 'A' Relocation (South Section), Taxiway 'A' Extension, and Taxiway 'T' Reconstruction (may require GS relocation - FAA Reimbursable Agreement)	\$227,991.13	\$111,524.87	\$339,516.00	\$18,862.00	\$18,862.00	\$377,240.00
Concord Municipal Airport	Terminal Area Study	\$98,603.00	\$0.00	\$98,603.00	\$5,478.00	\$5,478.00	\$109,559.00
Statewide	State Airport System Planning - Obstruction Evaluation Study at up to 9 Non-Primary Airports	\$76,748.77	\$58,251.23	\$135,000.00	\$15,000.00	\$0.00	\$150,000.00
Claremont Municipal Airport	Update Airport Master Plan	\$182,448.70	\$251.30	\$182,700.00	\$10,150.00	\$10,150.00	\$203,000.00
Berlin Regional Airport	Runway 18-36 Pavement Maintenance and Marking; Upgrade Airfield Sign;	\$484,344.00	\$0.00	\$484,344.00	\$26,908.00	\$26,908.00	\$538,160.00
Mt. Washington Regional Airport	Design and Construct Obstruction Light Relocation (3@) & Supplemental Lighted Windcone	\$225,000.00	\$0.00	\$225,000.00	\$12,500.00	\$12,500.00	\$250,000.00
Claremont Municipal Airport	Demolish Conventional Hangar; Construct Replacement Terminal Building; Section 106 Mitigation - Construct Only	\$566,193.30	\$49,748.70	\$715,942.00	\$39,775.00	\$39,775.00	\$795,492.00
TOTAL PROJECT NEEDS		\$2,020,389.95	\$3,613,463.05	\$5,633,853.00	\$320,492.50	\$305,492.50	\$6,259,838.00
SUMMARY	Total Project Needs			\$5,633,853.00			
	Minus old funding used in FY 2019			-\$2,020,389.95			
	Plus new funding not used in FY 2019			\$1,088,473.95			
	TOTAL REQUESTED OF FAA IN FY 2019			\$4,701,937.00			